Parking around rue de Terrebonne

Supply, measured demand, and the survey's answers in context

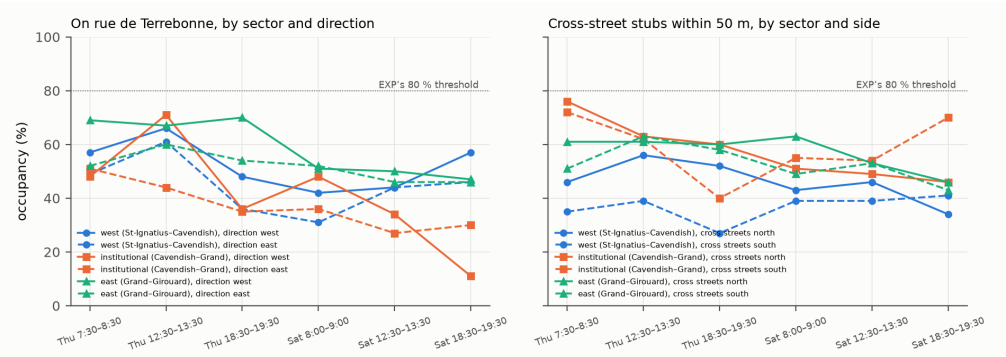
Rick Hoge, PhD

2026-11-12

The question

- The survey counts respondents: who keeps a vehicle, who has an off-street place, where the car was last night, who met the winter-hardship definition.
- The measurements that exist are of another kind: EXP's 2022 inventory and occupancy (two days), the cars at the curbs on a 2015 night and a daytime orthophoto, off-street parking building by building, the roll's dwellings, five winters of snow-removal nights.
- What do they say about the population the respondents come from, which survey answers can be checked, and what remains unmeasured?

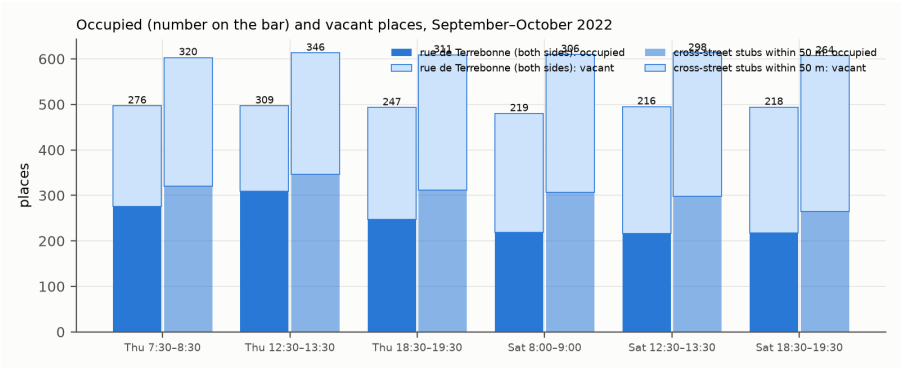
EXP 2022: occupancy by sector and period



Source: EXP, Étude de mobilité sur la rue de Terrebonne, Sept. 2023, Tables 3-2 (report p. 43) and 3-3 (p. 48); survey of Sept 29 and Oct 1, 2022.

Thursday Sept 29 and Saturday Oct 1, 2022; Tables 3-2 (p. 43) and 3-3 (p. 48). No cell above 71 % on Terrebonne; every sector below EXP's 80 % threshold at every period.

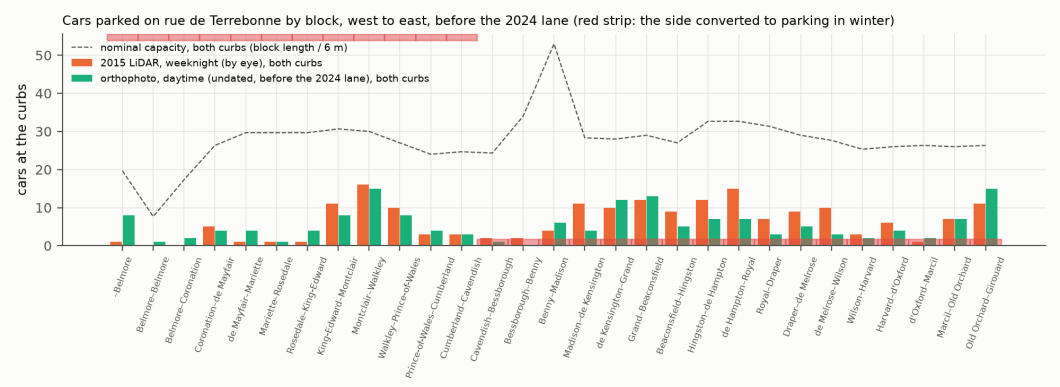
EXP 2022: occupied and vacant places



Source: EXP 2023, Tables 3-2 and 3-3; supply per sector and side derived from the vacant places and the occupancy rate (median over the six periods), totals 478 on Terrebonne and 629 c

Thursday 18:30–19:30: 247 cars on Terrebonne (50 %), 246 places vacant there and 298 on the stubs. Supply per sector derived from the vacant places and the rate; stated totals 478 and 629 (p. 40).

The cars at the curbs before the lane



Sources: City LiDAR 2015 (CC-BY 4.0) and Québec orthophoto (Imagerie_GQ), readings by the author (1954-underwriters-plans-terrebonne-garages/derived/on_street_cars_by_block.csv). Two snapshots, not a before-and-after.

By sector: night 2015, EXP evening 2022, and today's one side

sector	blocks	EXP supply	EXP occupied, Thu 18:30	LiDAR night 2015	night / supply
residential west	12	189	79	52	28 %
institutional	5	83	30	29	35 %
residential east	12	223	138	102	46 %

Both measurements of demand before the lane (183 and 247 cars on Terrebonne) are of the order of the one parking band that remains today (about 239 places); below it in the west, near it in the east, with 298 places vacant on the stubs at the same hour in 2022. Nothing has been measured since the lane was built.

Off-street parking: a ground truth for one survey question



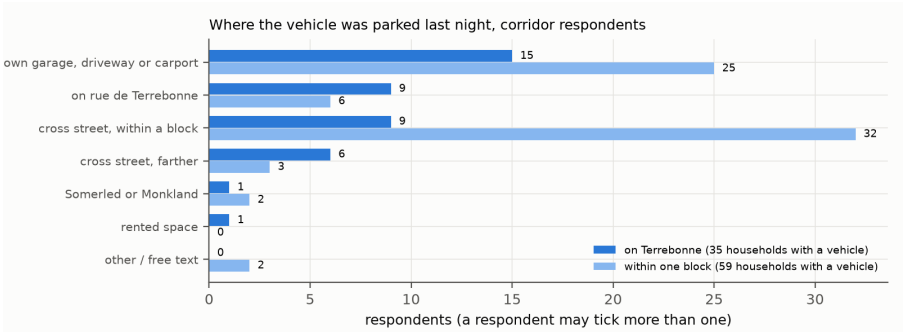
More than eight in ten dwellings on Terrebonne have a private parking place (street-level check, Nov. 12, 2026). Respondents on the street report one in 18 of 35 households with a vehicle: wholly below the check, as a survey about parking would be expected to show. Within a block, lower too, but the intervals meet.

The survey's demand floor

group	respondents	with a vehicle	off-street place	own off-street last night	on Terrebonne	cross street within a block	street parkers	hardship strict / loose
on Terrebonne	37	35	18 of 35	15	9	9	22	17 / 19
within one block	72	59	43 of 59	25	6	32	38	18 / 28
corridor (both)	109	94	61 of 94	40	15	41	60	35 / 47
all respondents	206	157	106 of 156	75	16	56	82	43 / 64

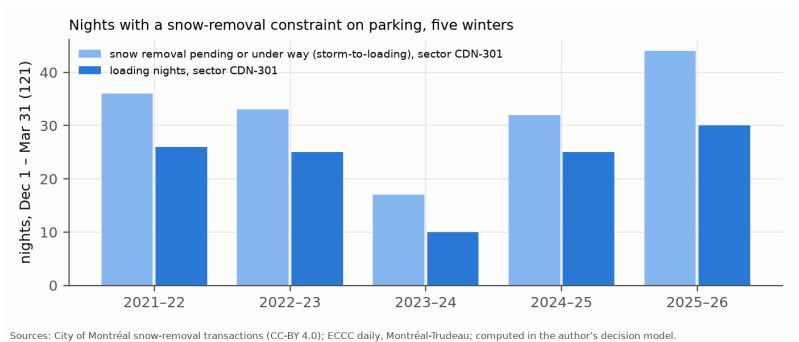
Floors, in the filing's sense: at least this many answered this way. The roll holds 573 dwellings on Terrebonne and 5,029 within the Somerled–Monkland band; the survey reached 6 % and 1 % of them.

Where the car was parked last night



Source: APC-NDG survey, anonymized file as of 2026-11-07; autumn nights (October 15 to November 7, 2026).

The winters the hardship questions describe



Snow removal pending or under way on about 32 of 121 nights a winter in the sector, 23 with loading; stretches of three weeks or more without it every winter. The record gives how often the condition existed, not how often a respondent met it.

What is settled, what is not

- Settled: before the lane, Terrebonne's parking was one-third to one-half full at the hours measured, fuller in the east; more than eight in ten dwellings have a private parking place; the one band that remains is of the order of the demand measured then.
- The survey's parking counts sit inside those measurements and are floors, not rates; on the street itself the sample tilts toward households that park on the street.
- Not settled: present occupancy with the lane in place (nothing counted since 2022); the hardship counts have no external check.
- EXP's mandate of October 6, 2026 (due November 27) analyses supply, not occupancy. A night count on the remaining band and the cross streets would close the gap.
- Code, tables, figures: `https://github.com/OpenMobilityData/Terrebonne-open-sources/tree/main/2026-parking-supply-demand-survey-context`